

**LISTING OF CLAIMS:**

1. (Currently amended) A mounting structure for an engine cover comprising:

a protruded member which is provided protrudingly from a front surface of an engine side member and has a neck and a head with a larger diameter than the ~~head~~neck; and

a recessed member which has an external circumferential surface small diameter section to be locked to a mounting hole of a mounting seat, which is arranged so as to be opposed to the protruded member, on a rear surface side of the engine cover, a press-fit passage holding the head of the press-fit protruded member on an internal circumference side of the external circumferential surface small diameter section, and a concave communicating with a depth end of the press-fit passage and defining a holding space for holding the head of the press-fit protruded member,

wherein in the protruded member, at least a portion surrounding the concave is formed solid;

in a press-fit position, the head is arranged closer to the rear surface of the engine cover than the mounting hole; and

when it is assumed that an inner diameter of the mounting hole is D1, an outer diameter of the head is D2, an outer diameter of the external circumferential surface small diameter section before locking the mounting hole is D3, and an inner

diameter of the press-fit passage before press-fitting the protruded member is  $D_4$ ,  $D_1$ ,  $D_2$ ,  $D_3$ , and  $D_4$  satisfy an inequality  $D_1 < D_2 + (D_3 - D_4)$ .

2. (Original) A mounting structure for an engine cover according to Claim 1, wherein a leak hole, which permits the air compressed by press-fitting the protruded member to escape from the holding space to the outside, is drilled in the portion surrounding the concave.

3. (Original) A mounting structure for an engine cover according to Claim 1, wherein a taper is formed such that a taper surface, which tapers along with the direction of press-fitting of the protruded member, is continued so that the protruded member can be press-fit at a slant against the recessed member in the front side of the press-fit passage of the protruded member.

4. (Original) A mounting structure for an engine cover according to Claim 1, wherein a press-fit rate  $(\%) = (D_2 - (D_1 - (D_3 - D_4))) / (D_3 - D_4) \times 100$  is set in a range from 2% to 35%.

5. (Original) A mounting structure for an engine cover according to Claim 1, wherein a thickness rate  $(\%) = (D3 - D4) / (2 \times D2) \times 100$  is set in a range from 40% to 80%.

6. (Original) A mounting structure for an engine cover according to Claim 1, wherein a compression space, which is compressed in the case in which a collision load equal to or larger than a predetermined value is applied in a front and rear direction of the engine cover, is defined between the protruded member and the rear surface of the engine cover.

7. (Original) A mounting structure for an engine cover according to Claim 6, wherein the mounting seat is an elastic cover side engagement section which starts elastic deformation when a collision load smaller than the predetermined value is applied thereto.

8. (Original) A mounting structure for an engine cover according to Claim 6, wherein the mounting seat has a fragile portion which is destroyed in the case in which a collision load equal to or larger than the predetermined value is applied thereto.

9. (Original) A mounting structure for an engine cover according to Claim 8, wherein the fragile portion includes a fragile groove formed in the vicinity of a center of a bottom surface of the mounting seat.

10. (Original) A mounting structure for an engine cover according to Claim 8, wherein the fragile portion includes a fragile groove formed in the vicinity of a lower end on an external surface of the mounting seat.

11. (Original) A mounting structure for an engine cover according to Claim 8, wherein the fragile portion includes a fragile step formed in the middle of an external surface of the mounting seat.

12. (Original) A mounting structure for an engine cover according to Claim 8, wherein the fragile portion includes a fragile slits arranged in the mounting seat.

13. (Original) A mounting structure for an engine cover according to Claim 8, wherein the mounting seat is provided vertically from a sidewall of the engine cover.

14. (Currently amended) An engine cover comprising:

a cover body which covers an engine side member having an engine side engagement section arranged on a front surface thereof;

a mounting seat which has a seat body arranged so as to be opposed to the engine side engagement section on a rear side of the cover body and a coupling section coupling the seat body and the cover body; and

a cover side engagement section which is locked to the seat body and engages with the engine side engagement section,

wherein a compression space, which is compressed in the case in which a collision load equal to or larger than a predetermined value is applied in a front and rear direction of the cover body, is defined between the cover side engagement section and the rear surface of the cover body,

at least one of the seat body and the coupling section having a fragile portion with a rigidity less than a rigidity of portions other than the fragile portion, the fragile portion being destroyed when a collision load equal to or larger than the predetermined value is applied thereto.

15. (Original) An engine cover according to claim 14, wherein the cover side engagement section is an elastic cover side engagement section which starts elastic deformation

when a collision load smaller than the predetermined value is applied thereto.

16. (Canceled)

17. (New) The engine cover according to claim 14, wherein the predetermined value is a collision load which begins to destroy the fragile portion.